

AMENDMENTS TO THE CLAIMS

1-17. (Cancelled)

18. (**Currently Amended**) A method of measuring a speed of a vehicle having an antenna and travelling on a track formed by two rails, the track being divided in track sections separated by electric joints, each electric joint including two tuning blocks and a predetermined length of a track section, each of the tuning blocks allowing power coupling between adjacent track sections, the method comprising:

detecting a first discontinuity in a current or voltage of a signal generated by the antenna at a first predetermined frequency when the vehicle passes a first tuning block of an electric joint configured to operate at the same first frequency;

detecting a second discontinuity in a current or voltage of a signal generated by the antenna at the same first frequency when the vehicle passes a second tuning block of the electric joint configured to operate at a second predetermined frequency; and

using the detected discontinuities to measure the speed of the vehicle travelling on the track.

19. (**Currently Amended**) The method of Claim 18, further comprising obtaining the first discontinuity when an axle of the vehicle passes at a level of the first tuning block, wherein the first tuning block is configured to operate at the[[a]] first frequency.

20. (Previously Presented) The method of Claim 19, further comprising exerting an electrical action at the first frequency of the first tuning block to obtain the second discontinuity.

21. (Previously Presented) The method of Claim 20, wherein the second discontinuity is obtained by creating an electric or magnetic field in a vicinity of the second tuning block.

22. (Previously Presented) The method of Claim 21, wherein the electric or magnetic field is generated through a current which is proportional to a current caused by a voltage injected into the first tuning block.
23. (Previously Presented) The method of Claim 22, wherein the electric or magnetic field is generated by the current caused by said voltage.
24. (Withdrawn) The method of Claim 20, wherein the electrical action is a voltage injected in series with a voltage at a second frequency of the second tuning block.
25. (Withdrawn) The method of Claim 24, wherein the voltage injected in series is proportional to the voltage that is injected into the first tuning block.
26. (Withdrawn) The method of Claim 20, wherein the electrical action is the injection of a current into a voltage generator of the second tuning block, and wherein the current travels around a loop arranged between the rails.
27. (Withdrawn) The method of Claim 26, wherein the current is proportional to the current caused by the voltage injected into the first tuning block.
28. (Withdrawn) The method of Claim 27, further comprising filtering said signal at the first frequency of the voltage injected into the first tuning block.
29. (Currently Amended) An installation for measuring a speed of a vehicle having an antenna and travelling on a track formed by two rails, the track being divided in track sections separated by electric joints, comprising:
 - a first tuning block in an electric joint, the first tuning block being configured to be in communication at a first predetermined frequency with an antenna of the vehicle when the vehicle passes the first tuning block;
 - a second tuning block in the electric joint, the second tuning block being configured to be in communication at a second predetermined frequency with the antenna when the vehicle passes the second tuning block; and

a generator configured to generate at least two current or voltage discontinuities in a signal generated by the antenna at the first frequency when passing-one of the first and second tuning blocks of the electric joint.

30. (**Currently Amended**) The installation of Claim 29, wherein the generator includes a loop arranged in proximity to the second tuning block, and a power supply for a current at the[[a]] first frequency of the first tuning block.

31. (Previously Presented) The installation of Claim 30, wherein the loop is arranged in series with the first tuning block.

32. (Withdrawn) The installation of Claim 29, wherein the generator includes a voltage generator at the first frequency of the first tuning block connected in series with the second tuning block.

33. (Withdrawn) The installation of Claim 29, wherein the generator includes of a current generator connected in parallel to the second tuning block via a loop arranged between the rails.

34. (Previously Presented) The installation of Claim 29, wherein the antenna on board the vehicle is placed in front of a first axle of the vehicle along with a receiver circuit connected to the antenna and provided with a filter set at the first frequency.